

**Citizens Advisory Committee  
For Baltimore City Water Contract 1070  
Loch Raven Dam Rehabilitation**

**Meeting No. 2**

On Tuesday, June 18, 2002, the second meeting of the Loch Raven Citizens Advisory Committee was held at the Providence Road Volunteer Fire Company Assembly Hall. The following people attended:

Mike Schultz	DPW/Construction Management
Avon Holland	DPW/Construction Management
Pete Rock	DPW/Construction Management
Larisa Feldsher	DPW/Engineering
Ed Adams	Baltimore County DPW
Walter Savoye	Dogwood Hill Comm. Assoc.
Matthew Herwick	Providence Rd. VFC
Susan Aumann	Wakefield Assoc.
Officer Carl R. McQuay	Baltimore County Police Dept.
Officer Al Friedman	Baltimore County Police Dept.
Wayne Smith	Summerfield Farms Community Association
Patrick & Sandra Dolan	Cromwell Bridge Road Community
Marge DiNardo	Pot Spring Community Association
Joseph Kelley	Hampton Gardens Community Association
Larry Townsend	Greater Timonium Community Council
Bryan McIntire	Baltimore County Council
William J. Frank	Senator Andrew Harris' Office
Seana Coffin-Kelley	Towson Times
Rocky Price	Dogwood Hills Comm. Assoc.
Frank Brennan	Vibra-Tech Engineers, Inc.
Jeff Stamm	Gannett Fleming, Inc.
Dave Smyth	Gannett Fleming, Inc.
Rachel Ellis	Gannett Fleming, Inc.

Items of discussion were as follows:

Item 1-1      **Purpose of the Committee** – As stated in the Meeting No. 1 minutes. Item Resolved.

Item 1-2      **Description of Project** – As stated in the Meeting No. 1 minutes. Item Resolved.

Item 1-3      **Concrete Transportation** – The load restrictions for trucks are included in the Contract Documents by addendum. Item Resolved.

Item 1-4      **Traffic Management** – As stated in the Meeting No. 1 minutes.

Mrs. DiNardo wished to state her disagreement with the statement in the Meeting No. 1 minutes that “many motorists get off of Dulaney Valley Road on Pot Spring Road”. She stated that she feels that the statement should read “some motorists” not “many”. Item Resolved.

Item 1-5      **Vibration Study** – As requested the City hired Vibra-Tech Engineers, Inc., a firm that specializes in vibration monitoring to investigate the effects construction traffic might have on houses in close proximity to the road.

Mr. Frank Brennan, the engineer from Vibra-Tech who performed the vibration analysis, gave a presentation on the findings. Using references from the Bureau of Mines and AASHTO, the two agencies which designate vibration standards around the country, Vibra-Tech surveyed the areas along the various truck routes that might possibly be affected by vibration generated by the trucks.

It was determined that throughout the various truck routes, only two structures – 1410 and 1412 Providence Road – were close enough to the road to possibly experience any effect from truck vibration. Vibra-Tech set up instrumentation to record vibration levels at these two structures while loaded and unloaded dump trucks and a fire truck drove by.

The results showed that the vibration levels at these “worst case” locations were well below the levels which would be considered reason for concern by the Bureau of Mines or AASHTO. It should also be noted that vibration could be perceived by humans at levels much lower than the Bureau of Mines and AASHTO threshold levels. Based on these results we see no reason to be concerned about truck vibration affecting the structural integrity of homes along the truck route.

The report is available in my office if anyone wishes to review it. Also, if someone feels that vibration from construction traffic is affecting their home they should contact my office.

Item 1-6      **County Enforcement** – Officer McQuay reiterated that the County Police would strictly enforce the speed and weight restrictions on all roads. Mrs. DiNardo requested that the speed limit on Dulaney Valley Road be decreased from 40 mph to 35 mph. Mr. Savoye stated that sometimes reducing speed can be more dangerous than leaving it alone. Drivers that are used to traveling a route at a certain speed will take risks to get around drivers going slower, increasing the possibility of accidents occurring.

As requested, Baltimore County has investigated the possibility of reducing the speed limit on Dulaney Valley from 40 mph to 35 mph. Upon investigation it has been determined that reducing the speed to 35 mph would be against the basic design and purpose of the road and in all likelihood promote aggressive driving and accidents. Strict enforcement of the 40 mph speed limit is a better and safer plan of action.

It should be noted that recent SHA data shows that approximately 200 class 5 through 13 trucks, (i.e. dump trucks and larger), travel on Dulaney Valley Road daily without any problems.

Mr. Townsend expressed concern that the issuing of speeding tickets will have a negligible effect on the drivers and trucking companies. It was explained that beyond the ticketing issue, there are strong contractual penalties, which could force drivers off the project if they violate speed limits. There will also be inspections of the speeding trucks for safety violations. All of these penalties, taken together, can have a very adverse effect on a trucking company's insurance and safety ratings, which are key to keeping them in business.

As requested, the City has also discussed the effect the additional trucks will have on Dulaney Valley Road itself. We have discussed the increased traffic with SHA, District 4, highway pavement specialists. Their assessment is that the road is designed for this class of vehicle, and that the total increase is so small that there would not be an abnormally adverse effect on the road from the construction traffic. The road is monitored regularly by SHA.

Item 1-7      **Ingress and Egress Routes** – As stated in the Meeting No. 1 minutes there will be no change to the routing shown in the Contract Documents. Item Resolved.

Item 1-8      **Storage Areas** – Same as Item 1-7. Item Resolved.

Item 1-9      **Emergency Vehicle Access** – The City has met with the appropriate emergency response groups. Keys will be made available to all emergency groups, and the Contractor has committed to maintaining emergency access to all fire trails adjacent to construction facilities.

In response to a question regarding the period when Loch Raven Drive will be under construction between Cromwell Bridge Road and the Dam, the Fire Department stated that unpassable roads must be reported to the Department so that alternate routes can be devised, and 911 can be notified.

It was also stated that a haul road will remain in service at all times and that fire trucks can travel roads that dump trucks use.

Material Safety Data (MSDS), sheets will be kept on all construction materials. This is typical for any construction project.

- Item 1-10      **Cowpens Stop Light** – Notice to Proceed for the project was issued on June 5, 2002. The estimated construction time is 120 working days.
- Item 1-11      **Traffic Camera** – At this time there is no plan to return the camera to Dulaney and Seminary. Corporal Friedman stated that cameras are located at “hot spots” in the county where accidents frequently occur. This is not the case at Dulaney and Seminary.
- Item 1-12      **Current Project Status** – On June 12, 2002 the contract was awarded to a Joint Venture of Cianbro Constructors and ASI, RCC, Inc. Cianbro is a large general contractor who works with Baltimore City on a regular basis. ASI is a roller compacted concrete specialist from the Western United States.

The contract bid price was 28.8 million dollars. The Contractor must now submit his MBE/WBE business contracts and insurances for approval. They will then be issued Notice to Proceed, and may begin work. We have met with the Contractor and have received a tentative schedule of what they plan to do through early to mid October:

- ❖ **Loch Raven Drive will be closed between Providence Road and Cromwell Bridge Road and No Parking Signs installed on Loch Raven Drive between Dulaney Valley Road and Providence Road in early September**
- ❖ **Trailers will be set up**
- ❖ **Traffic routing signs will be installed**
- ❖ **Sediment and Erosion Controls will be installed**
- ❖ **RCC plant installation will begin**
- ❖ **Storage site installation will begin**
- ❖ **Spillway shotcrete and observation deck demolition will begin**

- Item 1-13      **Communications** – As stated in Meeting No. 1 minutes. Item Resolved.

- Item 2-1      **New Business** – The City will videotape Dulaney Valley, Cromwell Bridge, and Providence Roads in the near future in order to document their current condition prior to construction.
- Item 2-2      **Access to Watershed Roads** – Currently Loch Raven Drive between Peerce's Plantation and Providence Road is used as a recreational area by many people. The City is concerned that the perception that has developed over the years of this area as a place to bike, sunbathe, roller blade, picnic, etc. overrides the fact that Loch Raven Drive's primary function is as a roadway designed for the conveyance of vehicular traffic. For safety reasons the City intends to prohibit parking, hiking, biking, cycling, and etc. on Loch Raven Drive in this area on Mondays through Fridays between 7:00 a.m. to 5:00 p.m.

Mrs. DiNardo raised concerns that many athletes use this area for their training, and that she knew of no other safe place in the area where they could train. She requested that we investigate the 7:00 a.m. to 5:00 p.m. timeframe in this light.

Subsequent to the meeting the City has revisited this issue and we will be able to adjust the timeframe to be from 8:30 a.m. to 4:30 p.m. on Mondays through Fridays.

- Item 2-3      **Designated Contact Person** – I am the individual designated by the City to address any questions or complaints anyone might have during the construction phase of the project. I can be reached at (410) 396-1886 and at [mike.schultz@baltimorecity.gov](mailto:mike.schultz@baltimorecity.gov).
- Item 2-4      **Liability** – The members of the CAC serve as contact points for information and concerns between the City and the community; nothing more. The CAC members are not being asked to make decisions or dictate policies in any way, and therefore should not have any concerns regarding liability for whatever happens over the course of the project.

The next meeting is tentatively scheduled for October 2002. Everyone will be notified by mail when the next meeting date is established.

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If anyone has any questions concerning these minutes, please contact me at your convenience.

Sincerely,

MIKE SCHULTZ

MS:lw

cc: Mr. George L. Winfield  
Mr. Jay Sakai  
Mr. Kurt Kocher  
All Attendees  
File

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